

U.S.S.N.: 10/710,444

5

04925 (LC 0160 PUS)

Amendment To The Claims:

Claim 1 (Currently Amended): A mechanical door handle switch assembly integrated within a door of a vehicle and utilized for actuating a vehicle-based system, comprising:

a door handle coupled to the door for actuation by a user, said door handle being movable in a substantially outboard direction for both actuating the vehicle-based system and unlatching the door;

a drive train mechanism coupled to said door handle and being actuated by said door handle;

a switch device operatively coupled to said drive train mechanism and being selectively closed by said drive train mechanism; and

a damping mechanism coupled to one of said door handle and said drive train mechanism for slowing movement of said door handle and said drive train mechanism.

Claim 2 (Original): The mechanical door handle switch assembly recited in claim 1 wherein said door handle is movable within a predetermined travel distance, said door handle actuating said drive train mechanism and closing said switch device when said door handle is moved a substantially small portion of said predetermined travel distance.

Claim 3 (Original): The mechanical door handle switch assembly recited in claim 1 wherein said door handle is movable within a predetermined travel distance, said predetermined travel distance including a switch-triggering distance and an unlatching distance that is greater than and inclusive of said switch-triggering distance, said door handle being moved by said switch-triggering distance for actuating said switch device, said door handle being moved by said unlatching distance for unlatching the door.

Claim 4 (Original): The mechanical door handle switch assembly recited in claim 1 wherein said door handle has a pull configuration for unlatching the door.

U.S.S.N.: 10/710,444

6

04925 (LC 0160 PUS)

Claim 5 (Withdrawn): The mechanical door handle switch assembly recited in claim 1 wherein said door handle has a lift configuration for unlatching the door.

Claim 6 (Withdrawn): The mechanical door handle switch assembly recited in claim 1 wherein said drive train mechanism is a gear mechanism.

Claim 7 (Withdrawn): The mechanical door handle switch assembly recited in claim 1 wherein said drive train mechanism is a cam mechanism.

Claim 8 (Original): The mechanical door handle switch assembly recited in claim 1 wherein said drive train mechanism is a lever mechanism.

Claim 9 (Original): The mechanical door handle switch assembly recited in claim 1 wherein said switch device is biased to an open position.

Claim 10 (Original): The mechanical door handle switch assembly recited in claim 1 wherein said damping mechanism is a gas compression device.

Claim 11 (Withdrawn): The mechanical door handle switch assembly recited in claim 1 wherein said damping mechanism is a viscous fluid device.

Claim 12 (Currently Amended): A passive entry system for a vehicle comprising:
a controller;
a vehicle-based transceiver coupled to said controller;
a portable transponder carried by a user and utilized for communicating with said vehicle based transponder;
a switch device coupled to one of said controller and said vehicle-based transceiver, said switch device for actuating said vehicle-based transceiver to transmit a challenge signal to said portable transponder;

U.S.S.N.: 10/710,444

7

04925 (LC 0160 PUS)

a drive train mechanism ~~coupled to~~ engaging said switch device for closing said switch device;

a door handle coupled to the door for actuation by a user, said door handle being movable in a substantially outboard direction by within a predetermined distance including a switch-triggering distance and an unlatching distance that is greater than and inclusive of said switch-triggering distance, said switch-triggering distance for triggering said switch device and actuating said controller for determining whether said user is authorized to enter the vehicle, said unlatching distance for providing access to the vehicle;

a locking mechanism coupled to and actuated by said controller, said locking mechanism for unlocking said door when said controller determines that said user is an authorized entity and before said door handle has moved by said unlatching distance; and

a damping mechanism coupled to one of said door handle and said drive train mechanism for slowing movement of one of said door handle and said drive train mechanism.

Claim 13 (Original): The passive entry system recited in claim 12 wherein said switch-triggering distance is substantially less than said unlatching distance.

Claim 14 (Currently Amended): The passive entry system recited in claim 12 [[1]] wherein said damping mechanism is a gas compression device.

Claim 15 (Withdrawn): The passive entry system recited in claim 1 wherein said damping mechanism is a viscous fluid device.

Claim 16 (Currently Amended): A passively-actuated vehicle system comprising:
a controller;
a vehicle-based transceiver coupled to said controller;
a portable transponder carried by a user and utilized for communicating with said vehicle based transponder;

U.S.S.N.: 10/710,444

8

04925 (LC 0160 PUS)

a switch device coupled to one of said controller and said vehicle-based transceiver, said switch device for actuating said vehicle-based transceiver to transmit a challenge signal to said portable transponder;

a drive train mechanism ~~coupled to~~ engaging said switch device for closing said switch device;

a door handle coupled to the door for actuation by a user, said door handle movable in a substantially outboard direction for both actuating said passively-actuated vehicle system and unlatching the door; and for providing access to the vehicle; and

a damping mechanism coupled to one of said door handle and said drive train mechanism for slowing movement of said door handle and said drive train mechanism.

Claim 17 (Original): The passively-actuated vehicle system recited in claim 16 wherein said door handle coupled to the door for actuation by a user, said door handle being movable within a predetermined distance including a switch-triggering distance and an unlatching distance that is greater than and inclusive of said switch-triggering distance, said switch-triggering distance for triggering said switch device and said unlatching distance for providing access to the vehicle.

Claim 18 (Currently Amended): The passively-actuated vehicle system recited in claim 16 [[1]] wherein said drive train mechanism is at least one of a gear mechanism, a cam mechanism, and a lever mechanism.

Claim 19 (Currently Amended): The passively-actuated vehicle system recited in claim 16 [[1]] wherein said damping mechanism is a gas compression device.

Claim 20 (Withdrawn): The passively-actuated vehicle system recited in claim 1 wherein said damping mechanism is a viscous fluid device.